Inwood Avenue Bridge No. M-139 -- No. 500404

Category	**Transportation**	Date Last Modified	**January 5, 2004**
Agency	**Public Works & Transportation**	Previous PDF Page Number	**7-46(04 App)**
Planning Area	**Kensington-Wheaton**	Required Adequate Public Facility	**NO**
Relocation Impact	**None.**		

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	194	0	19	175	175	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	95	0	0	95	95	0	0	0	0	0	0
Construction	545	0	137	408	408	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	834	0	156	678	678	0	0	0	0	0	0

FUNDING SCHEDULE ($000)

G.O. Bonds	417	0	51	366	366	0	0	0	0	0	0
Federal Aid	417	0	105	312	312	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT ($000)

DESCRIPTION

This project provides for the rehabilitation of the existing Inwood Avenue Bridge over a tributary to Sligo Creek Tributary. The work includes the entire removal and replacement of the superstructure. The existing abutments will be reused with minor modifications to support the new, wider superstructure. Repairs to the concrete abutments will be made as necessary to renew the integrity of the concrete surface. The new superstructure will provide two 11-foot travel lanes, two 2-foot shoulders, and two 5-foot sidewalks. The bridge will be closed to vehicular traffic for approximately 4 months while construction takes place, but pedestrian traffic will be maintained on a stand-alone pedestrian bridge. The pedestrian bridge will be removed after the rehabilitation work is completed and the bridge is back in service.

Service Area

Kensington-Wheaton Area

Capacity

The bridge ADT is 2,280 with approximately 3 percent trucks and buses and will remain the same.

JUSTIFICATION

The existing bridge, built in 1956, is a single span prestressed concrete channel beam bridge with an asphalt wearing surface. The 2001 Bridge Inspection Report determined that the first three interior beams from the west are in critical condition. These beams have deflected up to 7/8 inch. The compression flange has spalled through and the relaxed prestressing strands are exposed, indicating the top flange of the beam is completely deteriorated. The west side of the structure has been closed. Implementation of this project would allow the bridge to be restored to full capacity.

Plans and Studies

The Kensington-Wheaton Master plan designates Inwood Avenue as primary road. A review of impacts to pedestrians, bicyclists, and the requirements of the ADA (Americans with Disabilities Act of 1991) has been performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, sidewalk ramps, bikeways, and other pertinent issues have been considered in the design of the project to ensure pedestrian safety.

Cost Change

Not applicable.

STATUS

Final Design Stage

OTHER

The scope of work and the schedule remain the same for FY05. Facility planning costs for this project are funded in the Facility Planning: Bridges project. The construction costs for this project are eligible for up to 80 percent Federal aid.

APPROPRIATION AND EXPENDITURE DATA

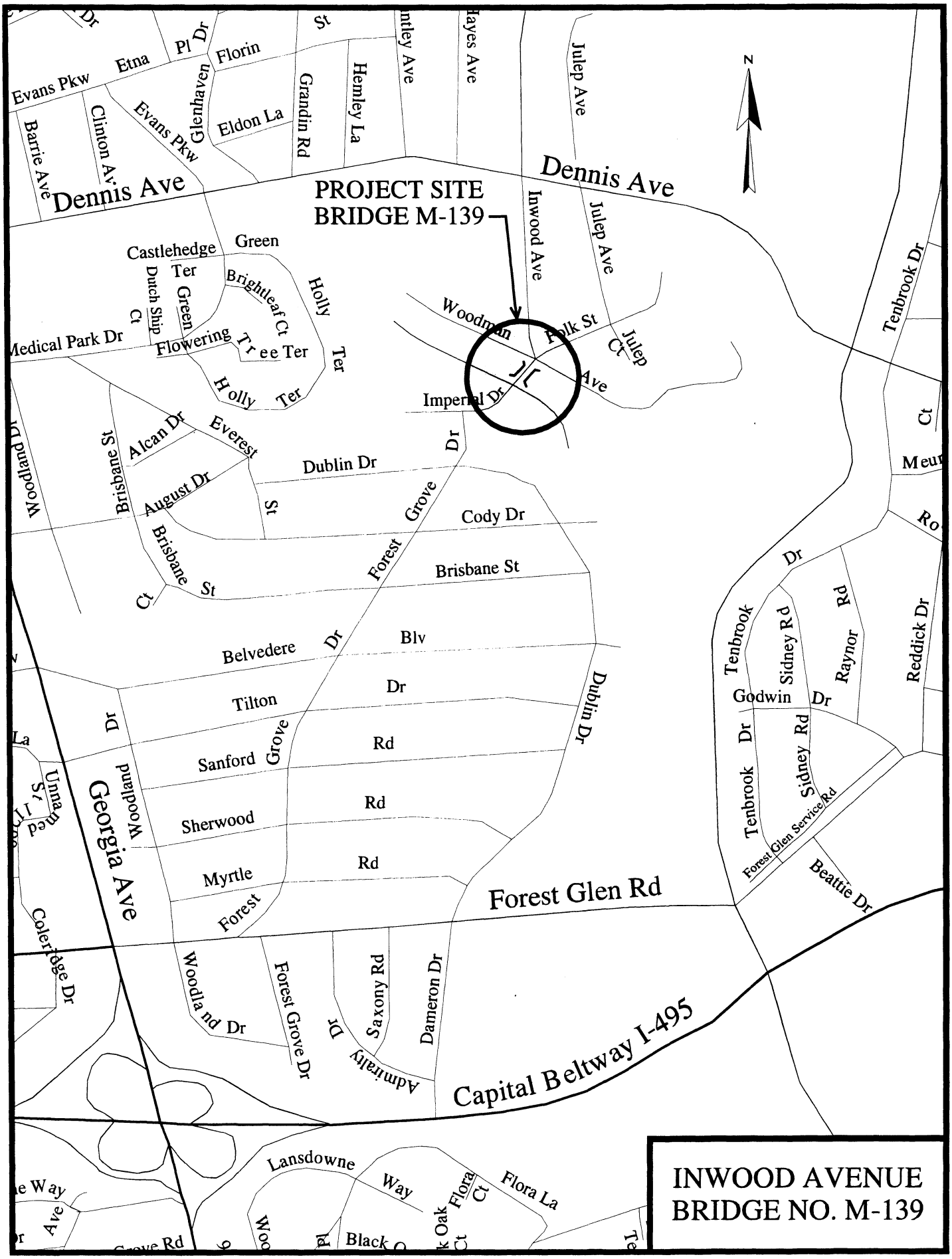
Date First Appropriation	FY03	($000)
Initial Cost Estimate		834
First Cost Estimate Current Scope	FY04	834
Last FY's Cost Estimate		834
Present Cost Estimate		834
Appropriation Request	FY05	0
Appropriation Request Est.	FY06	0
Supplemental Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		834
Expenditures/ Encumbrances		0
Unencumbered Balance		834
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Maryland Department of the Environment
Department of Permitting Services
WSSC
PEPCO
Bell Atlantic
Maryland State Highway Administration (MSHA)
Federal Highway Administration (FHWA)

MAP

See Map on Next Page



INWOOD AVENUE
BRIDGE NO. M-139